TAIWAN -SPECIAL REQUIREMENTS
(Revised –22 March 2005)

SECTION 1 - INTRODUCTION

1. This document briefly describes the requirements for type validation of Class I aeronautical products and airworthiness acceptance of all (Class I, II and III, as defined in section §21.321 of Title 14, Code of Federal Regulations (14 CFR)) aeronautical products for export to Taiwan from the United States. The Bilateral Aviation Safety Agreement (BASA) signed between the American Institute in Taiwan (AIT), and the Taipei Economic and Cultural Representative Office (TECRO) in the United States serves as the foundation for preparation of this procedure.

2. For acceptance of aeronautical products, the foreign exporter is responsible for showing compliance with both the applicable regulations promulgated by the Ministry of Transportation and Communication (MOTC), and the applicable airworthiness/ environment requirements defined by the Civil Aeronautics Administration (CAA).

3. All aeronautical products eligible for import to Taiwan must comply with the applicable provisions prescribed in the 14 CFR Part 21, Subpart L.

4. In addition to the requirements prescribed in 14 CFR Part 21, Subpart L, Class I products to be eligible for import to Taiwan must have the Type Validation Certificate issued by CAA first.

5. CAA's type validation of Class I products and thereafter the acceptance of aircraft is made at the expense of applicant.

6. To be eligible for operation under the Taiwan, ROC registration, aircraft must meet the requirements of appropriate operational and special regulations. Additional information may be obtained from:

Chief, Initial Airworthiness Section
Flight Standards Division
Civil Aeronautics Administration
Taipei Sung Shan Airport
Taipei, Taiwan R.O.C. 105

SECTION 2- TYPE VALIDATION REQUIREMENTS FOR CLASS I PRODUCT

1. For any class I product to be exported to Taiwan for the first time and used for the civil aviation operation, the holder of the Type Certificate (TC) shall apply to CAA for a Type Validation Certificate unless otherwise approved by CAA as an ad hoc Project.

2. An applicant applying for Type Validation must hold or have made application for a U.S. Type Certificate. The application for type validation shall be made through FAA with a request that the application and related information be forwarded to CAA.

3. The basis for CAA type validation will be:

a. For applicants that do not yet hold an approval from FAA, but are currently going through FAA certification, the applicable CAA airworthiness standards that are established or adopted by CAA on the date the application is made to CAA; or,

b. For applicants holding a type design approval from FAA, the applicable CAA airworthiness standards in effect on the date the application was made for an FAA TC.

c. The regulatory basis for compliance with environmental requirements is the effective amendment defined by CAA on the date of validation.

4. CAA may impose additional design/ environmental requirements or issue Special Conditions, if necessary, for a product under validation so as to provide a level of safety and environmental quality equivalent to that required by CAA.

5. The applicant may request an equivalent level of safety finding from CAA or temporary/permanent exemption for certain CAA defined standards or requirements.

6. In addition to the application, an applicant should provide the following documents to CAA:

a. The airworthiness & environmental standards and supporting documents that were used by FAA to conduct the type certification (indicate applicable sections of standard, their levels of amendment and/or effective dates);

b. The text of special conditions prescribed and exemptions granted by FAA;

c. Type Certificate, Type Certificate Data Sheet or equivalent document of approval, and the Compliance Checklist;

d. Production Certificate or equivalent document of approval (for product that have been issued an FAA TC);

e. One copy of minutes of the Type Certification Board Meeting and copies of all the Issue Paper records.

7. CAA will conduct a preliminary evaluation of the data submitted by the applicant and inform the applicant if other documents are required. For concerns requiring clarification and resolution, CAA may send specialists to conduct an on-site evaluation to ascertain the product complies with the applicable CAA standards and requirements.

8. The fee requirements for type validation include: Documentation Evaluation Fee, On-site Evaluation Fee (fees varies, depending on required resources) and Type Validation Certificate Issuance Fee.

9. After a Type Validation Certificate for a Class I product is issued by CAA, the holder of that Type Validation Certificate is required to notify CAA of any subsequent major type design change, as defined in 14 CFR §21.93, before subsequent products of same type are imported to Taiwan, ROC.

10. The aircraft manufacturer should notify the CAA of major changes in the type design that were approved by FAA after Type Certification.

11. Upon request, the applicant shall submit to CAA the relevant data of all minor type design changes that were approved by FAA after the issuance of Type Validation Certificate.

12. For aircraft, engines and propellers that are no longer in production, CAA reserves the right to modify the basis of certification or to refuse validation.

SECTION 3 - SPECIAL REQUIREMENTS FOR AIRWORTHINESS ACCEPTANCE OF AERONAUTICAL PRODUCTS

1. The following documents are generally required by CAA for aeronautical products when they are received or transferred:

2. Documents required for each individual new aircraft

a. The original Export Certificate of Airworthiness, including the engines and propellers installed when delivered. (FAA form 8130-4);

b. Noise Abatement Certificate, including approved data.

c. A Statement of Compliance with the current requirements of fuel venting and engine exhaust emissions.

d. An aircraft Bill of Sale or acceptable evidence of ownership.

e. A list of all equipment installed on the particular product, including, but not limited to, equipment name, location, S/N and P/N.

f. A list of installed radio communication and navigation equipment, including make, model, locations, capacity, frequencies, statement of compliance with standard, and operating instructions.

g. The current weight and balance report and loading schedules, including a complete inventory of all equipment and instructions.

h. A statement indicating that the aircraft has been removed from the exporting country’s registry.

i. A list of all applicable Airworthiness Directives (ADs) issued by FAA, and a statement of compliance shown at the time of issuance of the Export Certificate of Airworthiness.

j. A copy of the manufacturer's production flight test report and verification that all discrepancies found during the flight test have been rectified.

k. A copy of Type Certificate and Type Certificate Data Sheet for aircraft.

l. Statement of Build Standard, including:

(1) Aircraft specifications, additional requirements, special conditions, equivalent safety items, and exemptions;

(2) Modification standard, including Production Modification, Customer Options and Equipment incorporated, but not necessarily installed by the manufacturer;

(3) Exceptions/Commitment Letter (or open Letter);

(4) A copy of Supplemental Type Certificate (STC), if any, and details of any authorized STC alterations.

m. Seating configuration approval document. Note: The applicant shall forward this document to CAA for certification prior to issuance of Export Certificate of Airworthiness;

n. Record of rigging checks;

o. Record of compass system and magnetic compass swings;

p. Service Bulletin Status and List;

q. Structurally Significant Items and System Significant Items;

r. Certificate of Sanitary Construction;

s. Export Certificate of Airworthiness for Engine (If Applicable);

(l) A copy of Engine Type Certificate and Type Certificate Data Sheet (TCDS);

(2) Engine Equipment List and Configuration Status;

(3) Engine Airworthiness Directive Status;

(4) Engine Service Bulletin Status;

(5) Engine Performance/Test Data;

(6) Engine Historical Record (including Life Limited Part History);

(7) A copy of APU Logbook;

(8) Configuration Difference List;

t. Export Certificate of Airworthiness for Propeller (If Applicable);

(1) A copy of Propeller Type Certificate and TCDS;

(2) Propeller Configuration Status;

(3) Propeller Airworthiness Directive Status;

(4) Propeller Service Bulletin Status;

(5) Propeller Performance/Test Data;

(6) Propeller Historical Record.

3. For aircraft first of the type/model. In addition to the documents listed in Item 2 of Section 3, the following technical data are required:

a. One copy of the Type Flight Test Report;

b. One copy of Production Certificate with production limitation record for the Approved Production Inspection System;

c. FAA approved Master Minimum Equipment List;

d. Three- View drawing of the major assemblies, installation, and primary structure;

e. Manuals:

(l) Maintenance Review-Board Report (MRB);

(2) Maintenance Planning Document (MPD);

(3) Flight Manual. Provides aircraft performance operating limitations and other flight data required by relevant Airworthiness Authorities for certification. It includes the Configuration Deviation List;

(4) Operation Manual. Provides aircraft and system descriptions, normal, abnormal, and emergency procedures and operational performance;

(5) Maintenance Manual (via electronic media);

(6) Wiring Diagram Manual (via electronic media);

(7) Structural Repair Manual (via electronic media);

(8) Illustrated Part Catalog (via electronic media);

(9) Weight and Balance Manual;

(10) Components Manual:
(a) Overhaul/Component Maintenance Manual: Manufacturer (via electronic media);
(b) Overhaul/Component Maintenance Manual: Vendor (via electronic media);

(11) Non-destructive Inspection Manual (via electronic media);

(12) Overhaul/Repair Standard Practices Handbook (via electronic media);

(13) One complete set of Service Bulletins or the equivalent (via electronic media);

(14) Engineering documents:
(a) Standards Manual: Contains data about standards approved by the exporter including reference list;
(b) Process and Material Specification: Contains data related to manufacturing processes and material identification and treatments used in the construction assembly of the aircraft;

(15) Engine Maintenance Manual (via electronic media);

(16) Engine Illustrated Parts Catalog (via electronic media);

(17) Engine Overhaul Manual (via electronic media);

(18) Propeller Maintenance Manual (via electronic media);

(19) Propeller Illustrated Parts Catalog (via electronic media);

(20) Propeller Overhaul Manual (via electronic media);

4. For each individual used aircraft. In addition to the documents listed above in Item 2 of Section 3, the following technical data are required:

a. A photocopy of canceled FAA Standard Airworthiness Certificate;

b. The certified logbook or equivalent historical records for the Class I product and the major equipment and components (such as APU), containing information on operational times

and cycles (TSN, CSN, TSO, CSO), maintenance, overhaul, repairs, and modifications, and status of parts with limited life. The following information must also be provided:

(1) The number of landings and pressurization cycles where the aircraft is subject to mandatory life limitations;

(2) Details of major structural repairs, including the nature of damage in each case.

(3) Details of all changes of major structural components such as wings, tailplanes, helicopter rotors or transmission components, and histories of the replacing components.

c. The past maintenance schedule and program. If the maintenance schedule/program is different from that recommended by the aircraft TC holder, the evidence of FAA approval is also required;

d. The components operating and storage limits, overhaul life summary (including details of service remaining and modification standards);

e. Component and structure retirement life summary (including details of service life remaining);

f. Compliance with structural sampling schedule and location/position, and description of the details of sampling procedures and practices;

g. Maintenance reliability program for previous operator's fleets which include the exported aircraft:

(1) Previous and recurring inspection cycles of systems/components;

(2) Analysis and calculating methods for monitoring the maintenance programs;

(3) Performance standards of the monitored systems/components.

h. A list of defects, if any, that are to be rectified by the operator before issuance of the Export Certificate of Airworthiness;

5. Additional special airworthiness requirements for transport category aircraft:

a. Cockpit Voice Recorder;

b. Digital Flight Data Recorder;

c. Ground Proximity Warning System;

d. Lavatory Smoke Detector System;

e. Lavatory Built-in Automatic Discharge Fire Extinguisher;

f. Floor Proximity Emergency Escape Path Marking Lighting System;

g. Cabin Halon 1211 (Bromochlorofluoromethane) Hand Fire Extinguisher;

h. Compartment Interior Material and Seat Cushion Test per FAR 25 appendix;

i. Language. The required markings and placards installed in passenger cabin, emergency exits in the passenger cabin, storage compartments, and in the aircraft exterior should be presented in Chinese and English.

j. List and description of Survival and Emergency Equipment.

k. Information regarding the location of least bomb risks.

6. Documents for individually imported engine and propeller:

a. Export Certificate of Airworthiness or equivalent document.

b. Statement of Compliance that shows all ADs and Mandatory SBs have been complied with.

c. Manuals as required by CAA.
(1) Maintenance, Illustrated Parts Catalog, and Overhaul documents.
(2) Service Bulletins and, if applicable, Service Information/Letters.

7. Each imported aircraft engine or propeller must be accompanied with logbook or similar document containing a list of incorporated modifications and Airworthiness Directives, life limited parts and component parts.

8. All Class I products imported in unassembled condition shall have sufficient instructions that describe working procedures, methods of rigging/alignment, ground testing, inspection methods, and other pertinent data for assembly in Taiwan, or the Export Certificate of Airworthiness will be invalid.

9. Documents for aircraft/engine/propeller parts and components:

a. Airworthiness Approval Tag or equivalent document.

b. Statement of Compliance showing that all ADs and Mandatory SBs have been complied with.

10. Documents for radio/APU/ appliances and other Class II and III products:

a. Airworthiness Approval Tag or equivalent document.

b. Statement of Compliance showing that all ADs and Mandatory SBs have been complied with.

11. Before delivery of the first airplane to Taiwan, ROC, CAA will send two flight, and two airworthiness inspectors (one for airframe and one for electronic/avionics systems) who are in charge of annual inspection, to be trained at the expense of the applicant.

**********END**********